

CLASSIFICATION

Abstract

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

25X1

COUNTRY East Germany

DATE DISTR. 20 June 1955

SUBJECT East German Rolling Stock

NO. OF PAGES 3

**PLACE
ACQUIRED**

NO. OF ENCLS.
(LISTED BELOW)

DATE OF INFO.

**SUPPLEMENT TO
REPORT NO.**

25X1

THIS IS UNEVALUATED INFORMATION

25X1

the following numbers of tank cars and their
and lubricants were available to the GDR railroads on 24 March 1955:

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Type of Cars	Total	Including		
		Two-Axle Cars	Four-Axle Cars	Six-Axle Cars
0	2,428	2,374	54	-
I	3,848	3,337	511	-
IIa	2,357	1,954	397	6
IIb	723	705	18	-
IIc	44	44	-	-
IIId	332	254	78	-
IIIa	824	802	22	-
IIIb	491	442	35	14
IIIc	52	52	-	-
IIId	106	102	4	-
IIIe	348	348	-	-
IIIf	270	270	-	-
IVa	370	370	-	-
IVb	226	140	86	-
IVc	183	147	36	-
IVd	14	14	-	-
SU type cars	98	-	98	-

Total	12,714	11,355	1,339	20
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the following shipments from the USSR entered the GDR via Frankfurt/Oder between 1 and 25 February 1955:

25X1

<u>Number and</u> <u>Type of Cars</u>	<u>Load</u>	<u>Gross Weight To</u> <u>in Tons</u>	<u>Consignee</u>
92 gondola cars	iron ore	2075.400	Brandenburg-Steel and Rolling

25X1

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STATE		<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB	DISTRIBUTION			
ARMY		<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI				

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124 boxcars pig iron 2677,800 Hennigsdorf Steel and Rolling
Mill

All these shipments were dispatched as far as the border and were forwarded from there and recorded in records on intra-zonal traffic.²

3. The following numbers of reserve locomotives are available to the GDR railroads:

25X1

FT - freight-train locomotives PT - passenger-train locomotives
TL - tender locomotives

	Ministry Reserve			RBD Reserve		
	FT	PT	TL	FT	PT	TL
Status of 16 February 1955	109	18	7	81	11	20
Planned for 31 August 1955	164	35	1	77	15	8

The locomotives include types of 03, 38, 39, 50, 52, 41, 44, and 58.³

4. The following information [redacted] for February 1955:

25X1

a. Locomotive [redacted]

19,608 km. travelled
10,044 tons per million-ton-km. hauled.⁴

b. Coal consumption by locomotives in tons:

Hard coal	101,269
Brown-coal dust	14,507
Brown-coal briquettes	468,413
Raw brown coal	58,468
Hard-coal slurry	1,528

25X1

Total consumption expressed in briquette units 659, [redacted]

5. [redacted] mid-March, only the number of locomotives adequate to [redacted] air performance are to be dispatched to RAW Tempelhof in West Berlin. Other damaged locomotives have to be parked at Schoeneweide in [redacted] sector. RAW Tempelhof mainly repairs type 74 locomotives.

25X1

6. The work schedule for RAWs calls for the conversion to coal-dust firing of 20-type-44 locomotives in 1956.⁷

7. The Bulgarian state railroads ordered 9 locomotives at the Ministry for Heavy Machine Construction in the GDR. Since no newly manufactured locomotives are available, the GDR railroads was ordered to make available in April 9 general-overhauled locomotives of type 44 to be delivered as substitutes.

8. [redacted] the 1955 production plan of the Karl Marx locomotive plant in Babelsberg (previously Orenstein & Koppel), [redacted] to manufacture 25 locomotives each of types 83 and 65 and 7 locomotives of type 99 (1,000-mm. gauge). The developing and testing of [redacted] is not yet completed since the engines showed considerable [redacted] [redacted]. These

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encies included a 4 percent increase of coal consumption compared to old locomotives of the same capacity and failure of the air control of locomotives of type 83, which necessitated its being replaced by hand gear. Because of shortcomings of the regulator (blowing-out (ausblasen)), it was not yet possible to send the locomotives to the locomotive test institute at Halle. It is planned to manufacture the locomotives of type 83 first and subsequently the locomotives of type 65. In 1956, 30 locomotives of type 65 and 2 locomotives each of type 23 and 50 are scheduled to be manufactured at the plant.

25X1

1. Comment. According to previous information, a total of 12,579 railroad tank cars were available on 31 January 1955. information on the types of cars mentioned, s Gasoline, benzol, and Diesel oil are normally shipped in cars. Oil and chemical products are shipped in type I cars, most are leased out to enterprises. The latter-type cars may be used for transportation of fuels after a thorough chemical cleaning. It is not yet determined whether the abbreviation SU cars stands for "Soviet Union" (USSR) cars. 25X1
2. By the fall of 1955, the locomotive reserve is scheduled to be increased to 300 locomotives, including 200 for the Ministry of Traffic and 100 for RBDs. Type 03 locomotives are express-train locomotives, type 38 and 39 are passenger-train locomotives and types 41, 44, 50, 52, and 58 are freight-train locomotives. 25X1
3. Comment. The existence of locomotive reserves was reported previously. The reserve mainly includes former column locomotives. By the fall of 1955, the locomotive reserve is scheduled to be increased to 300 locomotives, including 200 for the Ministry of Traffic and 100 for RBDs. Type 03 locomotives are express-train locomotives, type 38 and 39 are passenger-train locomotives and types 41, 44, 50, 52, and 58 are freight-train locomotives. 25X1
4. Comment. Compared to January 1955, the performance of locomotives decreased slightly. 25X1
5. Comment. Compared to January 1955, coal consumption decreased by about 100,000 tons of briquette units. 25X1
6. Comment. This measure was apparently taken to prevent that too many locomotives are stationed in West Berlin in case of a sudden blocking of the Western sectors. 25X1
7. Comment. Locomotives have not been converted to coal-dust firing for several years. According to the last reported status of 31 August 1954, a total of 89 coal-dust-firing locomotives, 44 of which were serviceable, were available. 25X1
8. Comment. The 1955 national economy plan provides for of 50 locomotives. which occurred during test runs of newly constructed locomotives reported previously. 25X1

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IIIfc	52	52		
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STATE	X	NAVY	X	NSRB		DISTRIBUTION													
ARMY	X	AIR	X	FBI															

S-E-C-R-E-T

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Brown-coal briquettes 468,413
Raw brown coal 58,468
Hard-coal slurry 1,528

Total consumption expressed in briquette units 659,735 tons. 5

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S-E-C-R-E-T

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25X1

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25X1

- 3 -

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